

# MEETING SUMMARY

## Eisenhower West Small Area Plan Steering Committee Meeting #10

Monday, February 23, 2015 | 7:00 – 9:00 pm | Spring Hill Suites, 2950 Eisenhower Avenue

### 1 Steering Committee Members Present

- Mindy Lyle, Steering Committee Chair, Planning Commission
- Judy Coleman, Steering Committee Vice Chair, Alexandria Parks and Recreation Commission
- Maria Wasowski, Transportation Commission
- Jim Durham, Community Representative
- Arthur Impastato, Community Representative
- Charles Sumpter, Community Representative
- David Heiden, Business Representative
- Agn s Artemel, Business Representative
- Mary Catherine Gibbs, Business Representative
- Ken Wire, Landowner Group Representative

### 2 City and Project Staff Present

- Karl Moritz, Department of Planning and Zoning
- Susan Eddy, Department of Planning and Zoning
- Radhika Mohan, Department of Planning and Zoning
- Katherine Carraway, Department of Planning and Zoning
- Ryan Price, Department of Planning and Zoning
- Helen McIlvaine, Office of Housing
- Laura Durham, Department of Recreation, Parks, and Cultural Activities
- Steve Sindiong, Principal Planner, Transportation & Environmental Services
- Jeff Parker, Project Manager, RK&K

### 3 Welcome and Updates

- Ms. Lyle, Chair of the Steering Committee, welcomed members and made introductory remarks.
- Ms. Mohan reviewed the goals for this meeting, which included giving updates on follow up tasks; providing feedback on the draft concept plan and transportation modeling; and providing feedback on future meetings.

### **Staff Presentation**

*Ms. Mohan reviewed feedback received in response to the draft concept plan presented at the February 9<sup>th</sup> community meeting. Ms. Eddy continued with a discussion on the transportation modeling elements and process. Below is a summary of that discussion.*

### 4 Transportation Modeling

- Ms. Eddy explained that the transportation study would be modeling the year 2040, which includes planned transportation improvements including the general location of the multimodal bridge, the Farrington connector, Corridors B and C, and the new street grids proposed in the Landmark/Van Dorn Corridor Plan. A second model run would add the concept plan land uses to that 2040 base.
- Staff acknowledged previous comments made to move Corridor B from Duke Street to Eisenhower Avenue and the challenges in timing, policy, and further study that it would

- require. However, staff does understand that more transit options are needed on Eisenhower Avenue and that those options would be further defined and modeled through the transportation study.
- Mr. Moritz noted that 75% of the proposed development in the draft plan will be modeled, which has been the City's experience with buildout.
  - Ms. Eddy noted that square footage, use, and number of households are modeled.
  - Staff noted that the plan will address how the proposed land use mix can be achieved through CDDs and other implementation tools.

## 5 Eisenhower West Sub-Areas

- Ms. Eddy asked for feedback on land use mixes and building heights for each subarea within the plan boundary.
  - Sub-Area 1: West of Van Dorn District
    - The Steering Committee was comfortable with the land use mix described for this sub-area.
  - Sub-Area 2: South of Pickett District
    - Flex use should not be precluded in this sub-area. If it is modeled the same as retail in the transportation model, maybe the use could be renamed retail/flex.
    - The Trade Center on Pickett is already zoned CDD #8. Transportation modeling will include future development on the parcel.
    - The plan should address congestion on Pickett Street.
  - Sub-Area 3: Van Dorn Metro Station District
    - Office/Institutional percentage might be too high and difficult to achieve unless there are a lot of improvements in the transportation network.
    - Some flex uses might be needed around Covanta.
    - It might be better to include a range of percentages.
  - Sub-Area 4: Clermont District
    - Retail percentage seems low and not inclusive of big box retail.
    - Office/Institutional percentage seems too high.
    - Some flex should be included.
    - Staff will work with RK&K to determine how flex is assigned in the transportation model.
    - A hotel will be modeled in Sub-Areas 3 or 4.

## 6 Building Heights

- Staff used planning standards and City examples to determine appropriate height ranges within the plan area and sought community input on these ranges at past community meetings.
- Staff asked the Steering Committee for input on the medium range building height of 4-8 stories.
  - Location is important— 8 stories might work closer to the Clermont node, with fewer stories as you move away from the node.
  - Height is also better determined by the use.
  - 4-8 stories is an appropriate range for location and land use for the purposes of the transportation model.

## 7 Other Comments

- More north-south connectivity beyond the multimodal bridge is needed, particularly from a business perspective.

- Although school traffic can generate congestions spurts, it is not included in the modeling.
- VRE is planning a future stop along Eisenhower Avenue.
- The model will assume a straightened alignment for Eisenhower Avenue. Although a t-intersection could cause additional traffic impacts, there are ways to mitigate the traffic through roundabouts and other designs.
- Potential outcomes of the model include level of service for major corridors in the plan area, identification of stress points, and mitigation strategies to alleviate stress points.

## 8 Comments on Future Meeting Topics

- Small Area Plans can further identify locations for public art.
- Steering Committee can offer input on several topics at each meeting, then staff can share draft chapters for feedback.
- Include a set aside for local commercial businesses, similar to the Landmark/Van Dorn Corridor Plan. Flex uses could be incorporated into this guideline.
- Implementation will be a key point of discussion and should be separate chapter in the plan.
- Regional context, particularly with Eisenhower East, should be addressed.
- General guidelines for architecture can be included in the plan.

## 9 Next Steps

- Staff will send information to the Steering Committee on the Cameron Station walking tour.
- Staff will send examples of density transfer legislation to the Steering Committee.
- Staff will share the modal splits for the transportation study with the Steering Committee.
- Staff will share revised land uses mixed by sub-area and total plan area.
- Staff will share the baseline development assumptions that COG uses for the Landmark/Van Dorn area.
- Staff will send the Steering Committee updated square footage, FAR, and unit numbers to be used in the modeling.
- Staff will share the results of the industrial study.
- Staff will present an update of the plan to the Parks and Recreation Commission in April.